

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
14 January 2021 / 14 janvier 2021**

**and Council
et au Conseil
27 January 2021 / 27 janvier 2021**

**Submitted on 18 December 2020
Soumis le 18 décembre 2020**

**Submitted by
Soumis par:
Douglas James,
Acting Director / Directeur par intérim
Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

**Contact Person / Personne ressource:
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613-580-2424, 27588; Michael.Boughton@ottawa.ca**

Ward: BEACON HILL-CYRVILLE (11)

File Number: ACS2021-PIE-PS-0009

**SUBJECT: Zoning By-law Amendment – 1155 Joseph Cyr Street and 1082
Cyrville Road**

**OBJET: Modification au Règlement de zonage – 1155, rue Joseph Cyr et
1082, chemin Cyrville**

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1155 Joseph Cyr Street and 1082 Cyrville Road to permit a six-storey mixed-use building, as detailed in Document 2.**

2. That Planning Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of 27 January 2021,” subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l’urbanisme recommande au Conseil d’approuver une modification au Règlement de zonage 2008-250 visant le 1155, rue Joseph Cyr et le 1082, chemin Cyrville, afin de permettre la construction d’un immeuble polyvalent de six étages, comme l’expose en détail le document 2.
2. Que le Comité de l’urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d’explication’ aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 27 janvier 2021 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Zoning By-law amendment for 1155 Joseph Cyr Street and 1082 Cyrville Road to permit a six-storey mixed-use building.

The applicant proposes to change the zoning of the subject site to “Transit Oriented Development, Subzone 2” with site-specific exceptions (TD2[XXXX]) in order, first, to bring the site into conformity with the applicable Tremblay, St. Laurent and Cyrville Secondary Plan, and secondly, to permit a six-storey mixed-use building containing ground-oriented commercial floor space and 116 residential apartment units located on the upper five storeys and basement level. The proposed exceptions seek reductions to the standard minimum requirements for the number of visitor parking spaces, the widths

of a driveway and drive aisle, and the extent of a canopy projection into a required yard. A further exception is proposed to provide clarification respecting the allowance for stacked bicycle storage.

The proposed Zoning By-law amendment and site development conform with the applicable Official Plan and Secondary Plan policies for the St. Laurent Mixed-Use Centre and Transit-oriented Development area.

Applicable Policy

The Official Plan designates the site as Mixed-Use Centre, which as outlined in Section 3.6.2 of the Plan permits a broad variety of land uses at transit-supportive densities in proximity to one or more stations along the rapid transit network and adjacent major roads. Other relevant policies against which the proposed development within the City's Urban Area was evaluated include those for managing intensification within the urban area (Section 2.2.2), urban design and built form (Sections 2.5.1 and 2.5.6), and compatibility (Section 4.11).

The proposed high-density development conforms with the policies of both the Mixed-Use Centre land use designation and Section 2.2.2. It provides much needed residential apartment accommodation in a community targeted for intensification otherwise underserved by such form of housing, and in so doing also promotes the use of transit within close proximity to the St. Laurent LRT station and supports non-vehicular modes of travel. Furthermore, within the context of the site's surrounding uses, the proposed development is compatible in both scale and built form and, therefore, also conforms with the Official Plan's relevant policies of Sections 2.5.1 and 4.11 in this regard. The proposed mid-rise building enhances an underutilized site and the abutting public streetscape. It also would not negatively impact the future development potential of the adjacent existing developed and underdeveloped sites.

The Tremblay, St. Laurent and Cyrville Secondary Plan establishes graduated maximum building heights and minimum development densities surrounding rapid-transit stations within the planning areas. The intent of the Secondary Plan is to achieve transit-supportive development densities and intensification over the long term. Schedule B – Maximum Building Heights – of the Plan, which is specific to the St. Laurent planning area, sets a 20-storey building height limit for the subject site with a minimum residential density of 250 units per net hectare.

At six storeys and approximately 715 dwelling units per net hectare, the proposed development conforms with the Secondary Plan policy direction.

RÉSUMÉ

Recommandation du personnel

Le personnel chargé d'urbanisme recommande l'approbation de la modification au Règlement de zonage proposée pour le 1155, rue Joseph Cyr et le 1082, chemin Cyrville, afin de permettre la construction d'un immeuble polyvalent de six étages.

Le requérant souhaite faire attribuer à l'emplacement visé une désignation de « Zone d'aménagement axée sur le transport en commun, sous-zone 2 », assortie d'exceptions propres à l'emplacement (TD2[XXXX]). Cette désignation permettrait, tout d'abord, de rendre l'emplacement conforme au Plan secondaire Tremblay, St-Laurent et Cyrville, et, ensuite, de construire un immeuble polyvalent de six étages abritant des locaux commerciaux au rez-de-chaussée ainsi que 116 logements répartis aux cinq étages supérieurs et au sous-sol. Les exceptions proposées ont pour objet de permettre la réduction des exigences standards minimales relatives au nombre de places de stationnement pour visiteurs, aux largeurs d'une entrée de cour et d'une allée de circulation, et à la saillie d'un auvent dans une cour requise. Une autre exception est proposée afin de clarifier l'autorisation d'installer une structure superposée de stationnement pour vélos.

La modification de zonage proposée et l'aménagement de l'emplacement sont conformes aux politiques pertinentes du Plan officiel et du plan secondaire applicables au centre polyvalent St-Laurent et à la zone d'aménagement axée sur le transport en commun.

Politique applicable

Le Plan officiel désigne l'emplacement comme étant un « Centre d'utilisations polyvalentes », une désignation qui, comme indiqué à la section 3.6.2 dudit Plan, permet toute une gamme d'utilisations du sol correspondant à des densités favorables au transport en commun, compte tenu de sa proximité avec une ou plusieurs stations du réseau de transport en commun rapide et les routes principales adjacentes. Les autres politiques pertinentes au regard desquelles ce projet d'aménagement dans le secteur urbain de la ville a été examiné comprennent celles régissant la gestion de la densification dans le secteur urbain (section 2.2.2), le design urbain et la forme bâtie (sections 2.5.1 et 2.5.6) ainsi que la compatibilité (section 4.11).

Ce projet d'aménagement à forte densité est conforme aux politiques de la désignation d'utilisation du sol de centre polyvalent et à celles de la section 2.2.2. Il permettrait de fournir des logements très attendus dans ce secteur destiné à être densifié et par ailleurs insuffisamment desservi par cette forme de logement. Il encouragerait

également l'utilisation du transport en commun à proximité immédiate de la station de TLR St-Laurent et favoriserait l'utilisation de moyens de transport non motorisés. Au regard des utilisations implantées dans les environs de l'emplacement, l'aménagement proposé est compatible en matière d'échelle et de forme bâtie. Il est par conséquent conforme aux politiques pertinentes des sections 2.5.1 et 4.11 du Plan officiel.

L'immeuble de hauteur moyenne proposé mettrait en valeur un emplacement sous-utilisé ainsi que le paysage public environnant. Il n'aurait par ailleurs aucune répercussion négative sur le potentiel d'aménagement futur des terrains adjacents, qu'ils soient déjà aménagés ou non.

Le Plan secondaire Tremblay, St-Laurent et Cyrville fixe des hauteurs de bâtiment maximales et des densités d'aménagement minimales graduées autour des stations de transport en commun rapide des zones d'aménagement. Le Plan secondaire a pour objet d'imposer à long terme des densités d'aménagement favorables au transport en commun ainsi qu'une densification. L'annexe B – Hauteurs maximales des immeubles – dudit Plan, propre à la zone d'aménagement St-Laurent, fixe une hauteur de bâtiment maximale de 20 étages sur l'emplacement visé et une densité résidentielle minimale de 250 logements par hectare net.

Avec ses six étages et environ 715 logements par hectare net, l'aménagement proposé est conforme à l'orientation politique du Plan secondaire.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

1155 Joseph Cyr Street and 1082 Cyrville Road

Owner

TC United Development Corp.

Applicant

Fotenn Consultants Inc.

Architect

Figurr Architects Collective

Description of site and surroundings

The subject site is generally located approximately 200 metres east of St. Laurent Boulevard and north of Highway 417 and occupies the southeast corner of Joseph Cyr Street and Cyrville Road within the Cyrville community of Ward 11, as highlighted on Document 1. The relatively small, 1,621-square metre, irregular site is directly opposite and across Joseph Cyr Street from Elite BMW automobile dealership, while the organized parking area and undeveloped land associated with the abutting existing Holiday Inn property are directly south and east of the site. Directly north of Cyrville Road are a few restaurant and service commercial establishments as well as a vacant lot currently used as an unorganized parking area. Two single detached dwellings each on its own lot currently occupy the site – one fronting Joseph Cyr Street and the other Cyrville Road.

The site is within the St. Laurent Transit-oriented Development (TOD) Plan area and is approximately 550 metres walking distance from the Confederation Line's St. Laurent Station.

Summary of requested Zoning By-law amendment proposal

The current zoning in effect on the site is Mixed-Use Centre, with a maximum Floor Space Index of 2.0 and a maximum building height of 48 metres [MC F(2.0) H(48)]. This zone permits a wide range of transit-supportive uses, such as offices, schools, hotels, institutions, retail and service commercial uses, and high- and medium-density residential uses in a compact and pedestrian-oriented built form.

The applicant proposes to change the zoning of the site to "Transit Oriented Development, Subzone 2" with site-specific exceptions (TD2[XXXX]) in order, first, to bring the site into conformity with the applicable Tremblay, St. Laurent and Cyrville Secondary Plan, and secondly, to permit the development of a six-storey mixed-use building, consisting of ground-oriented commercial floor space and 116 residential apartment units located on the upper five storeys and basement level, as illustrated in Documents 3 and 4. The proposed site-specific zone exceptions seek reductions to the standard minimum requirements for the number of visitor parking spaces, the widths of a driveway and drive aisle, and the extent of a canopy projection into a required yard. A further exception is proposed to provide clarification respecting the allowance for stacked bicycle storage. The details of the proposed Zoning By-law Amendment are outlined in Document 2.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with Council's Public Notification and Public Consultation Policy for Zoning By-law amendments. The holding of a formal City-organized public information session during the public consultation period was deemed not necessary.

Three representatives of private organizations submitted comments or requests to be notified of the decision regarding this application. The comments received pertain more to aspects of the related Site Plan Control application and building design rather than to the particulars of the proposed Zoning By-law amendment.

For this proposal's consultation details, see Document 5 of this report.

Official Plan designations

Schedule B of the Official Plan designates the site as Mixed-Use Centre, which designation permits a broad variety of land uses at transit-supportive densities given its proximity to one or more stations along the rapid transit network and adjacent major roads. Mixed-Use Centres are critical components to the achievement of the City's growth management strategy. They are intended focal points of social and economic activity having high potential and expectation for compact and mixed-use development and are expected to develop with attention to the mix of uses, building design, pedestrian connectivity and accessibility by transit, walking and cycling modes of travel. The relevant Mixed-Use Centre polices against which the proposed development was evaluated are outlined in Section 3.6.2 of the Plan.

Other relevant policies against which the proposed development within the City's Urban Area was evaluated include those for managing intensification within the urban area (Section 2.2.2), urban design and built form (Section 2.5.1 and 2.5.6), and compatibility (Section 4.11).

Other applicable policies and guidelines

The subject site also lies within the limits of the Tremblay, St. Laurent and Cyrville Secondary Plan, which establishes graduated maximum building heights and minimum development densities surrounding rapid-transit stations within the planning areas. The intent of the Secondary Plan is to achieve transit-supportive development densities and intensification over the long term. Schedule B – Maximum Building Heights – of the Plan, which is specific to the St. Laurent planning area, sets a 20-storey building height limit for the subject site with a minimum residential density of 250 units per net hectare.

The Secondary Plan is supported by the St. Laurent Transit-oriented Development (TOD) Plan, the purpose of which is to set the stage for future transit-supportive or intensified land development in the area located near the St. Laurent LRT station. The plan establishes a broad growth strategy for achieving a transit supportive community to evolve over time by employing effective urban design techniques in the planning and design of the community surrounding the station. The TOD plan provides critical direction regarding increased residential and employment densities, desired land use and built form, development of the public realm, place-making, mobility and servicing of the surrounding area. The TOD plan's land use framework assigns the subject site to the Mixed-Use area with an Active Frontage Street along Cyrville Road. The Mixed-Use area focuses on the provision of transit-supportive land uses such as residential, commercial, office, institutional, entertainment and recreation accommodated in a variety of built form. Urban residential uses are permitted in all TOD zoned areas. Active Frontage Streets are intended to be characterized by street-oriented buildings and individual building entrances that are accessible from the sidewalk and highly transparent at pedestrian scale ground-floor facades. The TOD Plan also assigns the subject site to the TD2 area, which has a density range of 400 to 1000 persons per net hectare and a maximum building height of 20 storeys.

The Urban Design Guidelines for Transit-Oriented Development Guidelines, approved by Council on 26 September 2007, also apply to development within a 600-metre walking distance of a transit station. The Guidelines address: the provision of a mix of uses and densities that complement both transit users and the local community; built form designed and orientated to facilitate and encourage transit use; safe circulation of pedestrians, cyclists, vehicles and parking; and quality public spaces that provide direct, convenient, safe and attractive access to transit.

Urban Design Review Panel

The site is within a Design Priority Area and the Zoning By-law amendment application and companion Site Plan Control application were subject to the Urban Design Review Panel (UDRP) process. The applicant's team of professionals presented their proposal to the UDRP at a formal review meeting, which was open to the public.

The formal review meeting for the Zoning By-law amendment application and companion Site Plan Control application was held on 6 November 2020.

The panel's recommendations from the formal review of the applications are:

Summary

- The panel generally supported the proposal and mostly offered suggestions to help refine the building materials, landscape design, and the prow of the building.
- The panel's primary concern with the project was the liveability of the basement units and encouraged the proponent to explore means of eliminating the need for window wells.

Massing and Building Design

- The panel recommends continuing to finesse the prow of the building.
 - A slight step back above the third storey would help the architecture read more strongly and improve the transition in materiality from brick to the material above. A change in materials typically reads better when done so in combination with a change in plane.
 - Wrap the windows around the corner of the building.
 - Explore the possibility of a flatiron building design that would capitalize on the odd shape of the lot. It may help the building feel more comfortable from the street.
- Continue to study the proximity of some of the units to the lot lines, especially to the south property line. Introducing a step back above the brick on the south façade may help to future-proof the liveability of these units.
- Consider increasing the size of some of the units and the balconies. It may be difficult to lease or sell that many small units with little outdoor space, especially in a post COVID-19 market.
- The panel generally felt that the design and rhythm of the base of the building is successful.

Window Wells

- The panel's primary concern with the proposal were the window wells and the liveability of the basement units, especially at the times of the year they will fill with leaves and snow. It is recommended that the proponent explore means of eliminating or improving the window wells. Some suggestions include:
 - Raising the building to eliminate the need for window wells.
 - Studying the feasibility of a seventh floor as opposed to the basement units. Alternative construction methods may help achieve this.

- Exploring the possibility of replacing the window wells with small patios or entrances to the units.
- Increasing the size of the wells and painting the insides of them white to maximize natural light.

Materiality

- The panel supports the use of red brick in the base but suggested that the black material above may be overwhelming. Limiting the black material as an accent and using a lighter tonal shade or a beige may be a better treatment.
- The panel cautioned that the metal panel may not age well, as it tends to buckle over time.
- It was suggested that the white balconies may be too high of a contrast to the dark materials.
- The panel suggested that material changes should only occur where there is a corresponding change in plane.

Landscape Design

- The public realm and landscape treatment are generally supported.
- The panel recommends increasing the amount of terracing adjacent to the commercial space and wrapping it around the corner of the building to the west side. This will likely be a difficult environment for the viability of retail, but this would make it more inviting, usable, and attractive.
- Given the amount of traffic in the area, the panel suggested that salt spray may be an issue for the survival of the grass in the winter months.

Most of the panel's comments pertain specifically to matters of design still under discussion as part of the companion Site Plan Control application review process. At the time of the writing of this report, the applicant had insufficient opportunity to fully respond to the panel's comments.

The following explains why certain recommendations of the panel related to the proposed Zoning By-law amendment are not able to be met:

- In expressing concern about the liveability of the basement dwelling units, the panel suggested raising the building to eliminate the need for window wells and studying the feasibility of a seventh floor as opposed to providing a basement level of dwelling

units. The proponent is averse to raising the building and/or adding a seventh floor as it is intended for the building to be of wood frame construction. To raise the building would make the proposed development economically unfeasible.

Planning rationale

With respect to the suitability of the site's physical characteristics and adequacy of existing municipal services and road network to support the proposed use, it is staff's opinion based on the review of the supporting technical reports filed with the application that the site is adequately suited for the proposed use.

The intent of the applicable Mixed-Use Centre policies of the Official Plan is to encourage and accommodate a combination of transit-supportive land uses and appropriate high-density development that minimizes impacts on the surrounding area. In this regard, the proposed mid-rise, mixed-use development is consistent with those policies. The proposed high-density development provides much needed residential apartment accommodation in a community targeted for intensification otherwise underserved by such form of housing, and in so doing also promotes the use of transit within proximity to the St. Laurent LRT station and supports non-vehicular modes of travel.

Within the context of the site's surrounding uses, the proposed development is compatible in both scale and built form and, therefore, conforms with the Official Plan's relevant policies of Sections 2.5.1 and 4.11 in this regard. The proposed mid-rise building enhances an underutilized site and the abutting public streetscape. It also would not negatively impact the future development potential of the adjacent existing developed and underdeveloped sites.

The proposed mixed-use development also is consistent with the Urban Design Guidelines for Transit-Oriented Development Guidelines. It would be a positive contribution to the surrounding community through public realm and streetscape improvements and quality design.

As noted above, Schedule B of the Tremblay, St. Laurent and Cyrville Secondary Plan sets out a maximum building height limit of 20 storeys and a minimum residential density of 250 units per net hectare for the subject site. At six storeys and approximately 715 dwelling units per net hectare, the proposed development conforms with such Secondary Plan policy direction.

The proposed development also respects the directions set out in the Land Use Framework plan and the building heights and density targets of the St. Laurent Transit-oriented Development (TOD) Plan. The mixed-use building is transit supportive

in its strong promotion of pedestrian and cycling modes of travel. The building's form and ground-oriented design also enhance both adjacent public streets through adherence to the TOD Plan's active street frontage requirements, with public entrances to both streets, generous amounts of glazing at the street level and enhanced landscaping. The proposed development also respects the TOD Plan's development density target and maximum building height.

Details of Zoning

The evaluation of the Zoning By-law amendment was guided by the policies of Sections 2.5.1 and 4.11 of the Official Plan.

The policies of Section 2.5.1 contain broadly stated design objectives intended to enhance and influence the built environment. The objectives address such matters as enhancing the sense of community by creating and maintaining places with their own distinct identity, defining quality public and private spaces through development, and creating places that are safe, accessible and easy to move through. The proposed development and supporting Zoning By-law amendment respond appropriately to these objectives.

The policies of Section 4.11 address compatibility of new development with the surrounding context through an evaluation of views, building height and form, setbacks, transition, shadowing, relationship with the public realm, accommodation of parking and access, location of loading and service areas, and clearly defined public spaces. The proposed mixed-use, mid-rise development is consistent with these policy requirements.

As noted above, the proposed TD2[XXXX] zone brings the site into conformity with the Tremblay, St. Laurent and Cyrville Secondary Plan and appropriately supports the proposed six-storey, mixed-use building development. The proposed zone and site-specific exceptions, detailed in Document 2, are appropriate. The reduction in the minimum supply of visitor parking spaces, from the required 10 spaces to six spaces, is acceptable and, in staff's opinion, should not cause any undue adverse impacts to the use of the surrounding properties. The remainder of the proposed zone exceptions are specific to the built form and function of the planned mixed-use building and are desirable to support good site design.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

It is the opinion of the Councillor for Ward 11 that the future development will be a great step towards invigorating the neighbourhood, with its proximity to LRT being a great benefit.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendations.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no Asset Management implications associated with the recommendations in this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

Design considerations with respect to accessibility are not a key consideration of this Zoning By-law amendment application. If the application is approved, accessibility impacts will be assessed in detail through the site plan control approval process.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priority:

- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-20-0096) was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Location Map and Zoning Key Plan

Document 2 Details of Recommended Zoning

Document 3 Preliminary Site Plan

Document 4 Perspective of Proposed Development

Document 5 Consultation Details

CONCLUSION

The proposed Zoning By-law amendment respects and upholds the intent of the relevant Official Plan and Secondary Plan policies and contains appropriate zone provisions to permit the proposed mixed-use development. The proposed site development would deliver on much needed high-density housing near the rapid transit station and would contribute to the revitalization of the St. Laurent and Cyrville communities that has been lacking for years. In staff's opinion, the proposed amendment and supporting site development are appropriate and would not have undue adverse impacts on the existing surrounding community.

The department recommends that the proposed Zoning By-law amendment be approved.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner, applicant, and Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

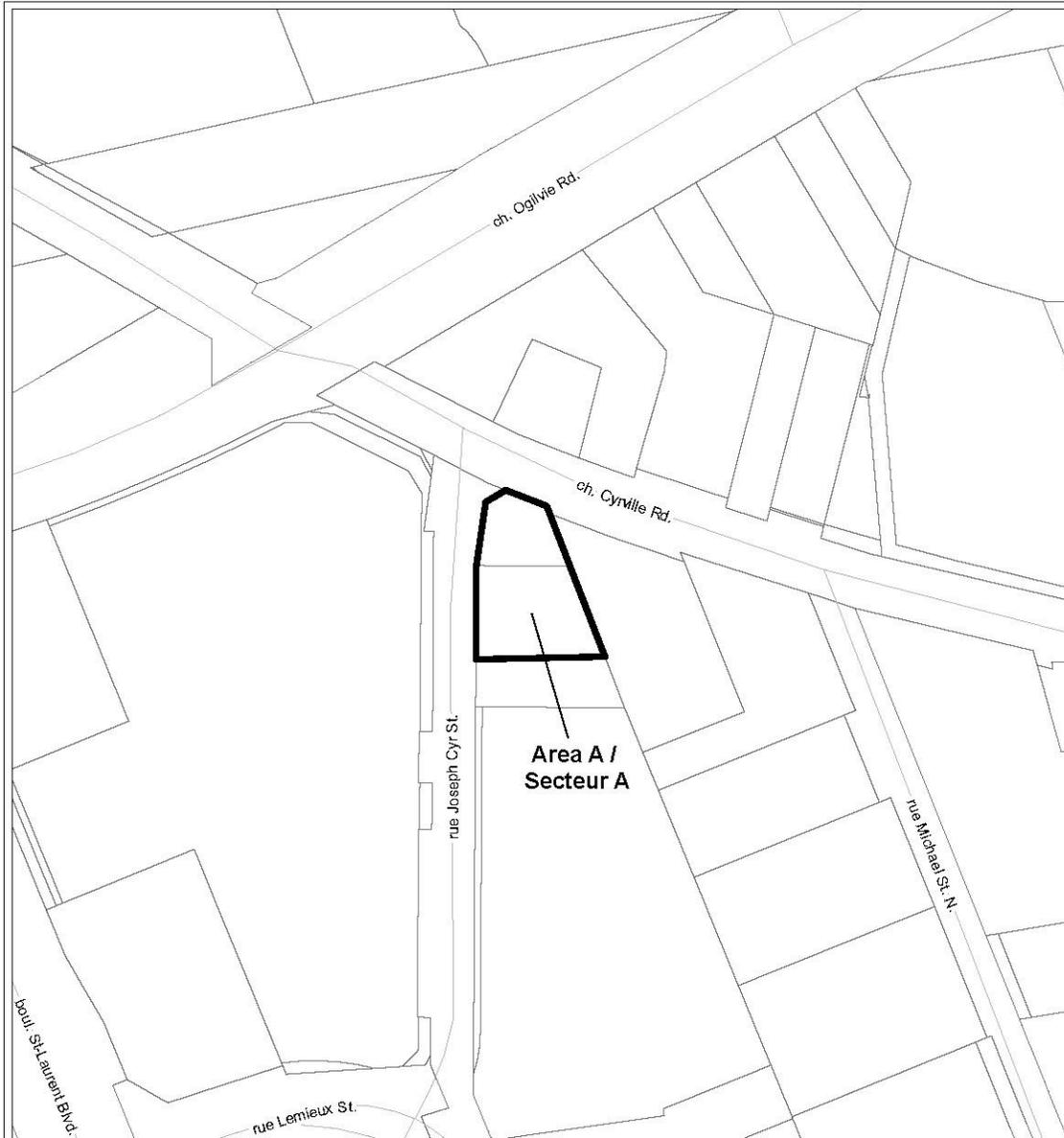
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map and Zoning Key Plan

For an interactive Zoning map of Ottawa visit geoOttawa.



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-20-0096	20-1092-L	1155 rue Joseph Cyr St. 1082 ch. Cyrville Rd.	
I:\COI\2020\ZKP\JosephCyr_1155_Cyrville_1082_v2		 Area A to be rezoned from MC F(2.0) H(48) to TD2[XXXX] Le zonage du secteur A sera modifié de MC F(2.0) H(48) à TD2[XXXX]	
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REVISION / RÉVISION - 2020 / 12 / 07			

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1155 Joseph Cyr Street and 1082 Cyrville Road:

1. Rezone the lands as shown in Document 1.
2. Add a new exception, TD2[xxxx], to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column II, add the text “TD2[xxxx]”;
 - b. In Column V, add the following text:
 - A canopy may project to the lot line.
 - minimum number of visitor parking spaces required: six
 - the minimum width of a driveway providing access to a parking lot or parking garage is 3.6 metres for a double traffic lane.
 - an aisle serving parking spaces may be a minimum of 5.9 metres wide.
 - Stacked bicycle parking structures are permitted and may use a shared aisle with a minimum width of 1.5 metres.

Document 4 – Perspective of Proposed Development



6 STOREY MIXED-USE BUILDING
1082 Cyrville Road + 1155 Joseph Cyr Street

View looking South

FOTENN
Planning + Design

figuri
architects
collective

Document 5 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. No public meetings were held in the community, as it was deemed not necessary given the low number of public comments received.

Three public submissions were received from representatives of private organizations requesting to be notified of any future public meetings and Council's decision regarding the proposed Zoning By-law amendment. One submission provided comments concerning the proposed development.

Public Comments and Responses

Comment:

Safe Wings, an organization working to reduce bird deaths from collisions with buildings, expressed concerns that the exterior design of the proposed mixed-use building and the large expanse of non-reflective glass windows will put birds who live or migrate through the area in danger of colliding with the glass. The building design should incorporate CSA bird-friendly design standards, or other accepted standards; there is no reason why developers cannot do so in Ottawa. Safe Wings also offered to assist the developer and architect to incorporate a simple and low-cost solution that would help protect the local wildlife.

Response:

The comments submitted by Safe Wings are indeed important and address an emerging issue in the development industry. While the comments pertain more to aspects of the related Site Plan Control application and building design rather than to the particulars of the proposed Zoning By-law amendment, staff will ensure that the comments and suggestions offered by Safe Wings are considered and implemented in an appropriate fashion during the review of the Site Plan Control application.